

1. (Canceled)
2. (Currently Amended) The method pursuant to Claim [[1]] 5, further comprising the step of transmitting a preset operating condition by fully depressing an accelerator pedal.
3. (Original) The method pursuant to Claim 2, further comprising the step of transmitting the preset operating condition by additionally actuating a shifting program.
4. (Original) The method pursuant to Claim 2, further comprising the step of indicating the preset operating condition by holding the vehicle at a standstill by an actuation of the brakes when the accelerator pedal is depressed beyond a predetermined degree.
5. (Currently Amended) A method for upshifting an automatically shifted parallel manual transmission that is contained in a drive train of a motor vehicle and comprises two parallel drive arms, each with its own clutch, the method comprising the steps of:

activating one of the drive arms by engaging the clutch allocated to the drive arm, so that a new gear can be engaged in the other drive arm;

activating the new gear by disengaging the engaged clutch and engaging the other clutch;

upshifting under power of the parallel manual transmission based upon preset operating conditions, without an electronically controlled, load-reducing ignition retard; and

~~The method pursuant to Claim 1, further comprising the step of~~ controlling the disengagement of the one clutch and the engagement of the other clutch such that during the step of upshifting, an engine runs at least part of the time at a speed that corresponds to a highest output level of the engine.

6. (Canceled)

7. (Canceled)

8. (Canceled)

9. (Canceled)

10. (Currently Amended) A device for controlling gear ratio change in a transmission with gears that can be changed under power, the transmission being contained in a drive train of a motor vehicle, the device comprising:

a transmission;

actuators for changing a gear ratio of the transmission; and

a control unit that is connected to sensors contained in the drive train of the motor vehicle, the control unit comprising a microprocessor and allocated memory units, and the control unit controls the actuators for implementing a method for upshifting the transmission comprising two parallel drive arms, each with its own clutch, the control unit being adapted to (1) activate one of the drive arms by engaging the clutch allocated to the drive arm so that a new gear can be engaged in the other drive arm; (2) activate the new gear by disengaging the engaged clutch and engaging the other clutch; and (3) upshift

under power of the parallel manual transmission based upon preset operating conditions, without an electronically controlled, load-reducing ignition retard; and (4) control the disengagement of the one clutch and the engagement of the other clutch such that during the step of upshifting, an engine runs at least part of the time at a speed that corresponds to a highest output level of the engine.